

# **Bay Area Performance Trends**

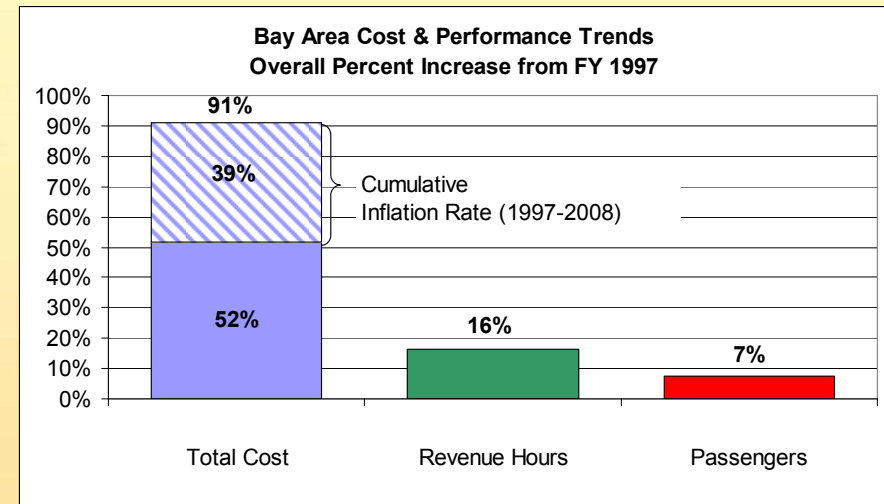
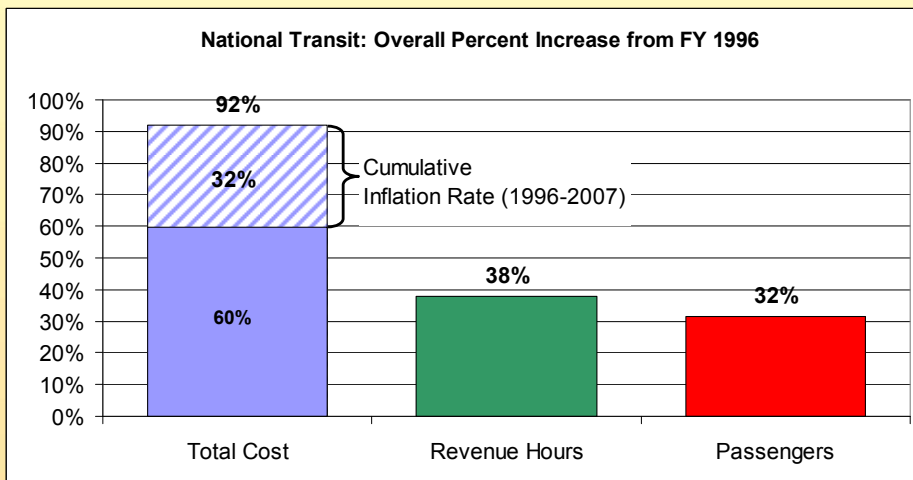
**Subhash Mundle  
Mundle and Associates**

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# National and Bay Area Cost and Performance Trends

## Overall Percent Increase for 11-Year Period



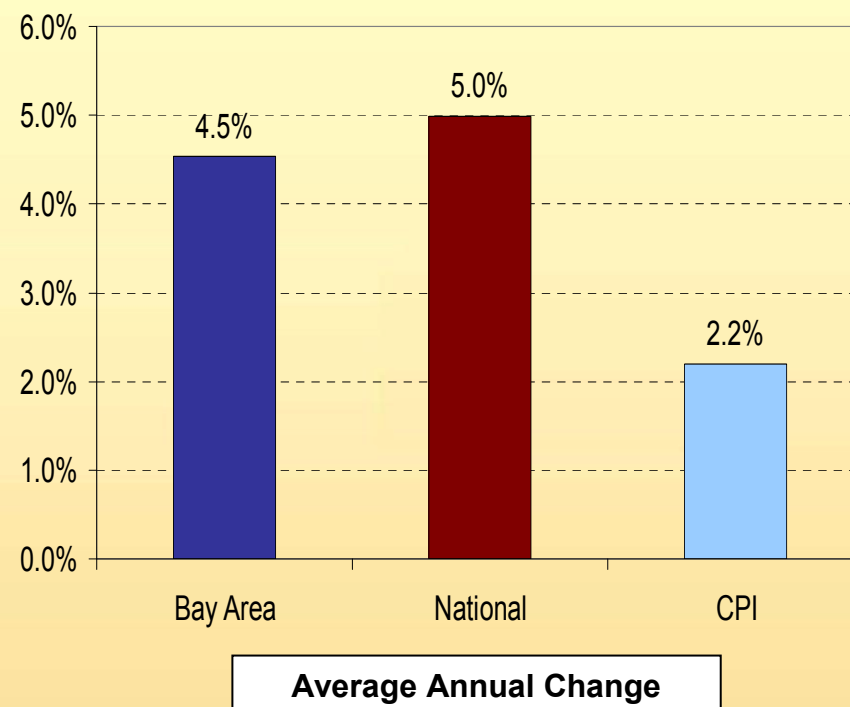
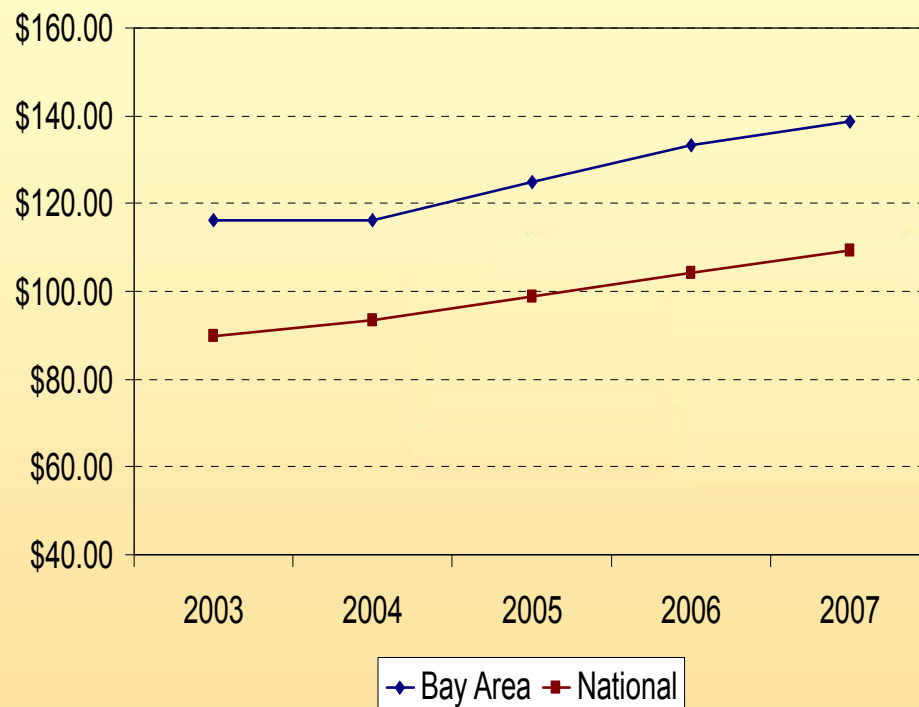
# Bay Area Generally Worse than National Trend

Indicator	Bay Area Compared to Nation
Cost Growth	 8% more
Revenue Hour Growth	 22% less
Passenger Growth	 25% less

All Modes of Transit

# National and Bay Area Trends

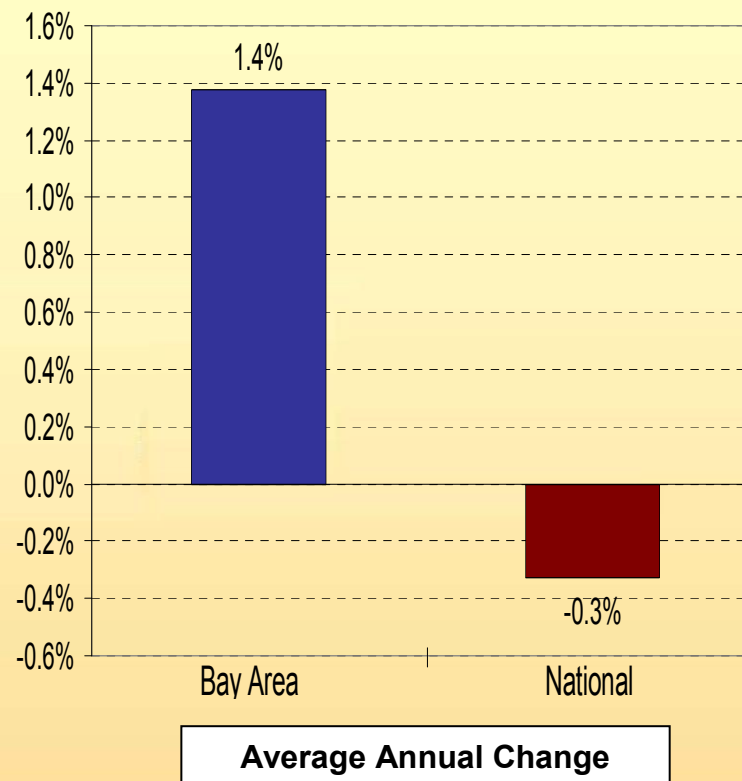
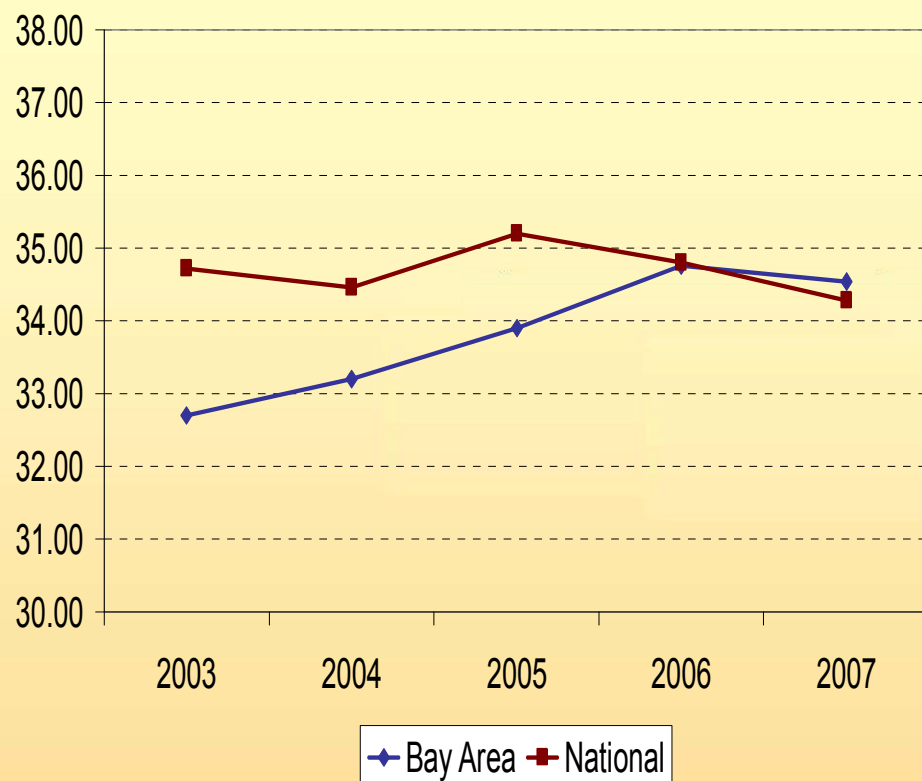
## Cost per Vehicle Service Hour – Fixed-Route Bus



- Cost per hour increased faster than CPI for both the Bay Area and National fixed-route bus systems

# National and Bay Area Trends



















## Passengers per Vehicle Service Hour – Fixed-Route Bus



- Passengers per hour increased slightly in the Bay Area and decreased slightly nationally













# Bay Area Trends

## Fixed-Route Bus Operators – 2003 through 2007

Agency	Indicators		
	Cost per Vehicle Service Hour	Passengers per Service Hour	Cost per Passenger
AC Transit	 5.3% per year	 4.8% per year	 0.5% per year
Golden Gate	 4.2% per year	 2.0% per year	 2.1% per year
SFMTA	 8.9% per year	 2.7% per year	 6.0% per year
SamTrans	 7.1% per year	 -1.2% per year	 8.3% per year
VTA	 0.3% per year	 -3.4% per year	 4.3% per year
Medium Composite	 6.0% per year	 0.1% per year	 5.8% per year

# Bay Area Trends

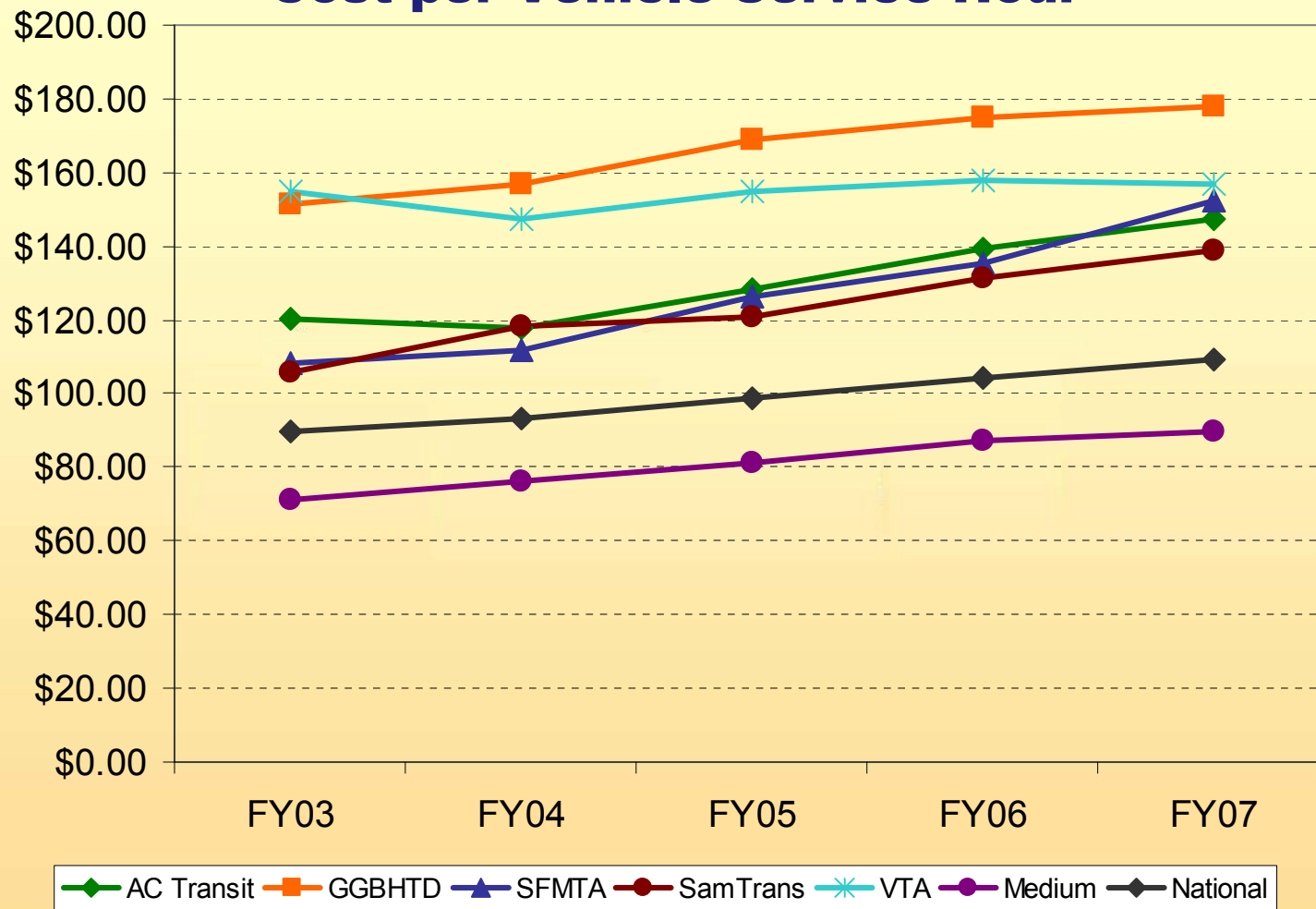
## Rail Operators – 2003 through 2007

Agency	Indicators		
	Cost per Vehicle Service Hour	Passengers per Service Hour	Cost per Passenger
BART	 5.3% per year	 0.8% per year	 4.4% per year
Caltrain	 3.0% per year	 7.0% per year	 -3.7% per year
SFMTA Rail	 4.3% per year	 0.0% per year	 4.3% per year
VTA Rail	 4.2% per year	 5.0% per year	 -10.1% per year



# Fixed-Route Bus Operators

## Cost per Vehicle Service Hour

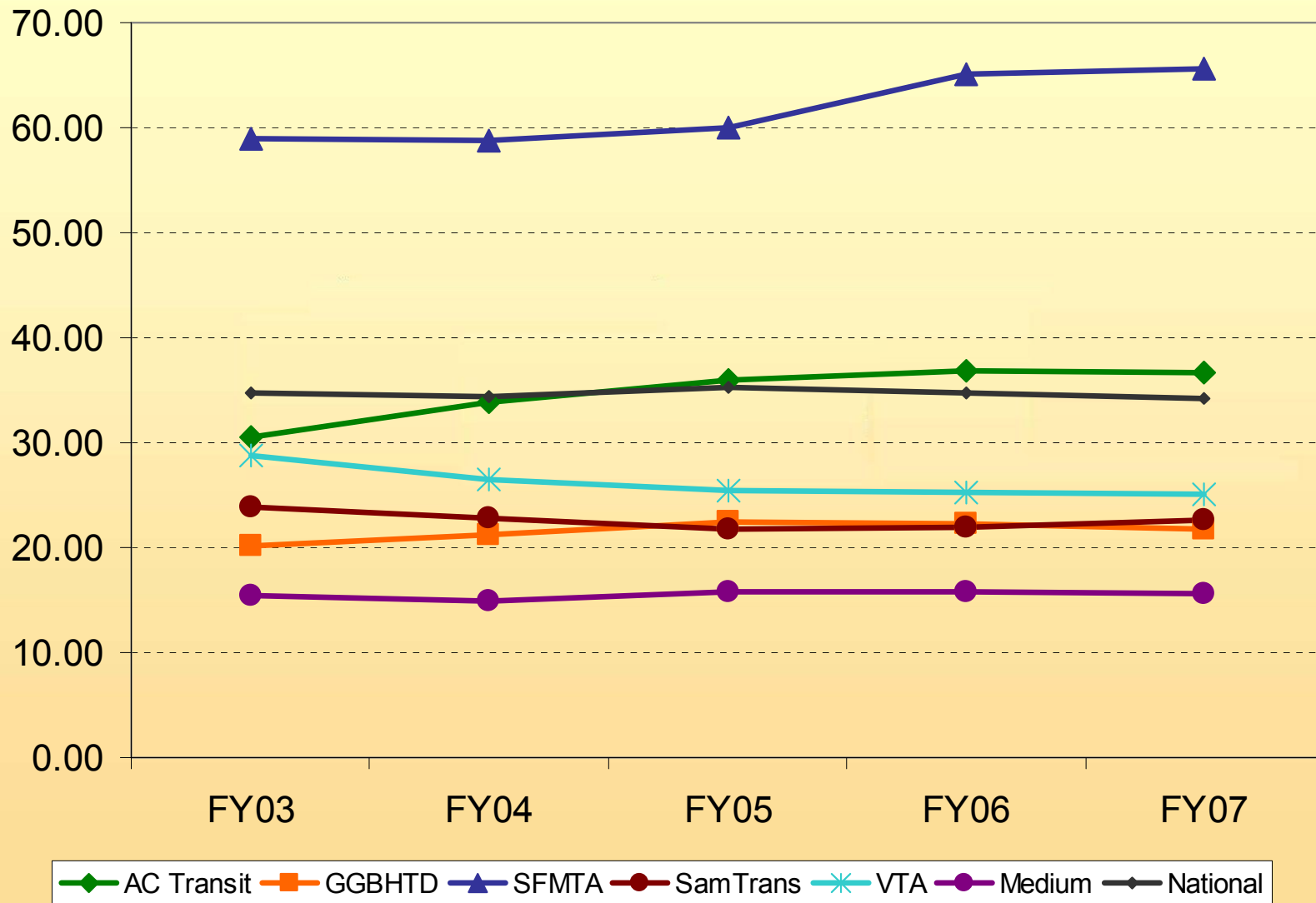


### Average Annual Change (CPI = 2.2%)

AC 5.3%	GGT 4.2%	SFMTA 8.9%	SamTrans 7.1%	VTA 0.7%	Med 6.0%	Nat'l 5.0%
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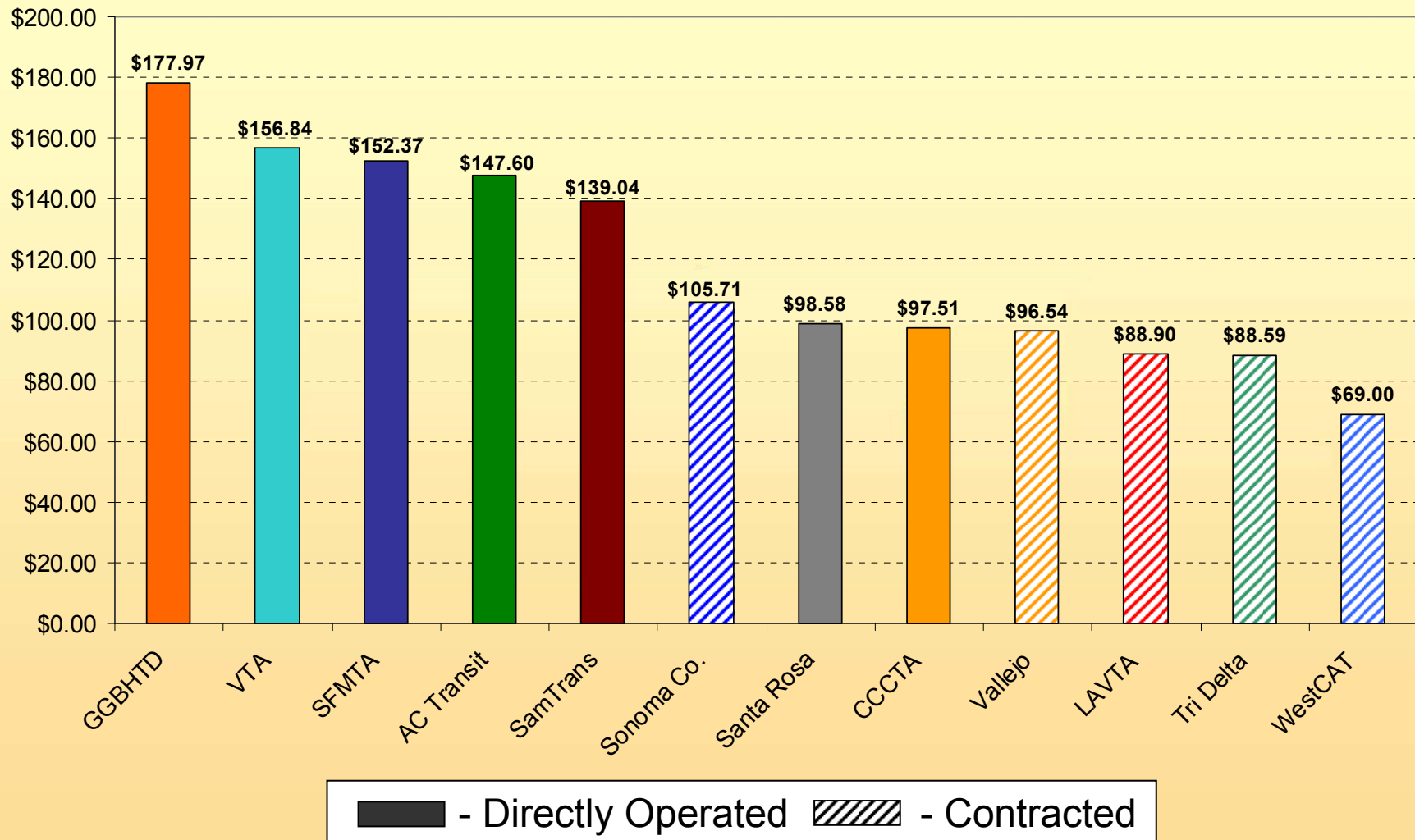
# Fixed-Route Bus Operators

## Passengers per Vehicle Service Hour



# Bay Area Fixed-Route Bus Operators

## Comparison of Cost per Vehicle Service Hour (FY2007)



*Note: SamTrans and VTA contract portions of their service (e.g., CUB service and ACE Shuttles)*

# Observations

- **Operating cost and cost related indicators are increasing beyond the rate of inflation both in the Bay Area and nationally**
- **Although ridership has increased, service effectiveness has remained flat in the Bay Area and nationally**
- **Medium sized operators in the Bay Area have a lower cost per hour than large operators**
  - **more extensive use of private contracting among the medium operators**
  - **lower cost structures among medium operators due to fewer facilities and smaller span of control**
- **Cost per hour for some of the medium sized operators' is closing the gap due to wage and other pressures (e.g., insurance and fuel costs)**

# Possible Strategies to Improve Efficiency

- **Contracting Changes (Private Contractor or Work Rule Revisions)**
  - focus improvements on cost efficiency
  - lower the cost per hour of transit services overall
  - improve absenteeism rates and worker's compensation costs
- **Governance**
  - hierarchical structure of services (e.g., regional rail, regional commuter/express bus, local neighborhood and feeder bus)
  - consolidate functions for grants, procurement and administration
- **Other potential areas include:**
  - consolidated maintenance function
  - services coordination/consolidation
  - financial benchmarking